KNOWLEDGE

lends to personal enjoyment when rightly used. The many, who live better than others and enjoy life more, with less expenditure, by more promptly adapting the world's best products to the needs of physical being, will attest the value to health of the pure liquid

laxative principles embraced in the remedy, Syrup of Figs. Its excellence is due to its presenting

in the form most acceptable and pleasant to the taste, the refreshing and truly

beneficial properties of a perfect lax-

ative; effectually cleansing the system, dispelling colds, headaches and fevers

and permanently curing constipation. It has given satisfaction to millions and

met with the approval of the medical

profession, because it acts on the Kidneys, Liver and Bowels without weak-

ening them and it is perfectly free from

every objectionable substance.

Syrup of Figs is for sale by all drug

gists in 50c and \$1 bottles, but it is manufactured by the California Fig Syrup Co. only, whose name is printed on every

package, also the name, Syrup of Figs and being well informed, you will not

and weighed down with overshoes, suddenly found themselves looking up into a sky deeply, splendidly blue,

splendidly blue.

After the storm a majestic procession of vessels sailed down the harbor bound for sea.

STATEN ISLAND STORM SWEPT.

Three Pleasure Boats Sunk-A Horse Killed by a Broken Electric Wire,

The east shore of Staten Island was strewn

with wreckage yesterday and telegraph, tele-

down by the storm. One of the electric light

wires, which fell in Richmond Terrace, killed a baker's horse that stepped on it and shocked the driver. Two other horses were badly burned

the driver. Two other horses were badly burned by it.

Just before day break the storm created havor among the fleet of pleasure craft anchored off the Corinthian Yacht Club basin, at Tompkinsville. The sharple schooner Whistler, owned by Hugh McRoberts of Tompkinsville, was blown against the railway trestle and smashed. The sloop yacht Leslie and the cabin catboat Superior also crashed into the trestle and were more or less damaged. All three of the boats are sunk. The loss on them will amount to several thousand dollars. The catboat Burn capsized. A coal barge, which was moored at Martino's wharf, sank during the storm. Other craft had similar experiences.

Rapid transit trains were delayed by obstructions thrown on the track by the storm. Trees were blown down all over the island.

He Came in Contact with a Naked Wire

Broken by the Storm.

A large gray horse attached to one of C

contact with a naked electric wire, which had

been broken by the storm and had fallen over

the trolley wire of the Consolidated Traction

the trolley wire of the Consolidated Traction Company's New York and Newark line. The accident occurred near the porner of Congress street in Market street. Firdinand Heinz, the driver. left the brewery on Freeman street shortly before 5 o'clock. The electric lights were all out along Market street, and he was driving in the dark when one of his team reared on its hind legs and fell with an atternace of pain. The other horse began to prance, and Heinz says that he himself felt a slight shock as he got down from the wagon.

eigenspahn's beer wagons was instantly killed at 5 o'clock yesterday morning by coming in

phone, and electric light wires were blown

Brings comfort and improvement and

vogetane desires; two occorded to Abrams, and one to Aronowitz.

The Aronowitz building was spoken ill of by the neighbors yesterday, and the police had so little faith in the hemosty of its construction that Capt, Grant of the Madison strest station had Aronowitz arrested at 11:30 o'clock on a that Capt, Grant of the Madison street station had Aronowitz arrested at 11.30 o'clock on a charge of homicide. Buil was furnished by a Mr. Blumburg, who Aronowitz's daughter said was a friend of her father's who had loaned nin the money with which to put up the building. In the arternoon Aronowitz was arraigned in Essex Market Court, and said that he had let she centrant to put up the building for \$6,000 to David Malsky. The best of material was put into it, he said, and he did not believe that its collapse was due to any foult. If it was, he was not responsible for it. He offered to produce the contract, and was discharged by Justice Hogan.

Hogan.
Aronowitz later in the day could not produce
the alleged contract, nor could the alleged Malsky be found, and Aronowitz was summened

light wreckage from the opposite shores, were piled gpun the beagh.

At Willet's Point pieces of boat houses and small boats from other shores were cast on the beach. The road leading from Willet's Point to this village was submerged at high tide, and vehicles to and from there were obliged to go by way of Bayside, which added several miles to the journey. When the water fell from the road it was still impassable because of the wreckage which was piled up on it at several points.

orints.

Many large trees in and about this place were upproposed, and the streets are strewn with broken uproofed, and the streets are strewn with procentimbs and branches.

Oyster Bay, N. Y., Oct. 10.—A number of

JERSEY'S STORM FATAL TO HORSES.

Pive Killed by Trolley Wires which It

Yesterday morning's storm made special havoc

with the trolley, telegraph, and telephone wires in Jersey City, and was responsible for the death of several horses. Three horses were killed within a block of the Pennsylvania Railroad

ferry. They belonged to milkmen. About 3:15

A. M. a telephone wire broke opposite the Penn-

The telephone wire became charged with

electricity from the trolley wire and began to

sputter and emit sparks from one of the broken ends, which was resting on the street. George

Grefe, a milkman from 276 Cherry street, this city, was driving toward the ferry fust as the

telephone wire broke. The end of the wire

H. Kingston of Cherry street, with a team of

latter's wagon came to a sudden stop. King-

stor pulsed out and the wire came in contact with one of his horses, killing him instantly. The horse fell over against his mate and pushed him under the wire, so that he got an electric shock which stunned him but did not cause death.

Frank Donzopf, a milkman, of 169 Seventh street, we driving along Erie street at 4:25 A.

STEAMERS ARRIVE AND SAIL. The Storm Hid Fire Island Light from the

The White Star line steamer Teutonic reached Quarantine yesterday at 9:05 A. M. after a run

of 5 days 23 hours and 52 minutes. She en-countered strong head winds and heavy seas

throughout the voyage up to Tuesday noon. About 2 o'clock on Wednesday morning she ran

into the gale off the Long Island coast. The fog and driving rain made it difficult to sight the Fire Island light. After considerable backing and sounding it was finally located a little after 4 o'clock.

and sounding it was finally located a little after to ochock.

At Quarantine the water was so rough that it took the boarding officers an hour and a half to get to the Teutonic. She left at 11:17, reaching her dock at 12:5.

The New York cleared Sandy Hook bar on her castward voyage at 12:40 yesterday afternoon. The sea was so high that she was obliged to put down the coast off to the Highlands in order to discharge her pilot.

The State of Nebraska of the Alian-State line, which got in yesterday from Glasgow, reported atrung westerly gales and high seas.

The steamer El Mar, from New Orleans, had very heavy weather throughout her passage.

Chaber's House Lost Its Roof,

The roof of a two-story frame dwelling at

184th street and Tiebout avenue, was blown off

sylvania Railroad station and fell across a



THE RUINS IN MONROE STREET.

again to appear in court to-day. The police believe that there is cause to think that the building was poorly and cheaply constructed.

The police say that Aronowitz was his own contractor; that he purchased all the materials for the building and hired Maisky to supervise the work when he could not be on hand. They say also that Maisky disappeared yesterday, as did also another employee of Aronowitz's from whom they want evidence.

The Building Department people say the storm is responsible for the accident. Superintendent Thomas J. Brady said yesterday that no official report had been made to him beyond the fact that the walls had been pronounced by District respector M. J. Carey to have been of the required thickness, and that unofficially, he thought the storm was sufficient to have caused for collapse.

The Wise Department amplaced T. P. Gaill.

wired thickness, and that unofficially, he shought the storm was sufficient to have caused see collapse.

The Fire Department employed T. P. Gallign, the contractor who dug out the ruins of the riotel Royal and those of the Park place dissecter, to remove the wreekage, and his men and ome of the firemen were at work all day and and the night searching for bodies. Chief Bonger was on hand part of the time personally disecting the work. The bodies of the Steinmans and of Michael and Bertha Korones were found early in the day. At 2:15 o'clock the body of Solomon Korones was found and brought out in the presence of Sarah Kantor of 98 Henry atreet, to whom he was to have been married.

A mirror about 18 Inches by 3 feet was found near young Korones's body unbroken. At 5:15 Rose Abrains's body was found.

William McLaughlin, the janitor of the schoolhouse, his mother, and two sisters slept in the schoolhouse on the side next the demolished building and were greatly frightened at the crash. The falling walls carried down a wall partitioning off a boys court and broke windows and otherwise damaged the schoolhouse. The pupils were not allowed within the fire lines.

The last of the bodies were found at 11 o'clock last night. They were those of Isaac Abrams, his seven-year-old son Ell, and his wife Bessie. The three were found as they had slept, all in one bed. The mother was in a natural sleeping posture, as was the little boy, who did not appear to have been awakened, but the father had half raised himself and was leaning on an elbow over his son as if to shield him.

All the occupants, so far as known, are now accounted for.

At 76 Monroe street a part of the west wall was leaning to the part of the both of the west wall was leading to the proper.

At 76 Monroe street a part of the west wall

was formout.

A lis pendens was filed yesterday in a suit of Murragh & McCarthy against L. Aronowitz for \$1,707 for masons building material supplied for the fallen building.

Yesterday's accident gave rise to talk about the building at 123 and 125 West Broadway, occupied by Issac H. Blanchard, a printer. It was thought by some of the employees to be unsafe, and the case was placed in the hands of the Building Department, which decided that parts of the machinery should be reversed to parts of the machinery should be reversed to stop the vibration of the building. Mr. Blanch-ard had the building examined by representa-tives of the American Institute of Architects, who decided that it was safe. The department has again taken up the case, and the courts may be required to pass upon it.

### BIG GAS TANK DEMOLISHED.

#### Tons of Iron Blown Away Sound Shore of Long Island Lined with Wrecks.

The tornado cut a swath through Long Island. leaving its wake strewn with wrecked vessels, demolished buildings, and uprooted trees. A ribbon of wreekage lines the shore on the Sound from Hell Gate, in Long Island City, to Greenport, at the extreme eastern end of the island.

The hurricane reached Long Island City in force about 4:35 o'clock. It played havoc with The story of the storm, as reported from different points along the New Jersey coast, vary but little in character.

ASBURY PARK, N. J., Oct. 10.—Window panes were blown in all along the coast, and in several places houses were unroofed. The plazza of the West End Hotel at Long Branch was unroofed for a distance of 60 feet. The only damage along the beach at Asbury Park was the uprooting of a considerable part of the flooring of the Asbury Park pavilion.

Wires were blown down all over. A horse driven by Milkman Henry Truex in Kingsley Street, Asbury Park, ran into a live trolley wire which had fallen into the street, and the shock killed the animal instantly. Gotlleb Gunther tried to remove a live wire which had fallen in the road opposite the Atlantic Hotel and had his fingers badly burned. He was driving a baker's wagon, and the wire had fallen across the road. Gunther wore rubber boots, and it is thought this saved his life.

The train service on the New York and Long Branch division of the New Jersey Central Railroad was delayed for some hours during the morning because of washouts. The tracks for two miles below South Amboy were covered with water, and the trains were stalled until the tide subsided, and then only proceeded with difficulty.

At Long Branch it was reported that a fishing smack was wrecked off the coast near Sandy Hook. The crew, numbering ten persons, were saved by the men of life saving station No. 2. The smack was abandoned. There were no wrecks reported from Long Branch to Asbury Park. the new plant of the Ravenswood Gas Company, at Webster and Vernon avenues, where a mammoth gas tank, said to be the largest in the world, is in course of construction, from which this city is to be supplied with gas through the company's tunnel under the East River. A huge open iron framework, 150 feet high and 198 feet in diameter, which is to support the tank inside of the spider-like structure, was snapped off fifty feet from the ground by the gale, and pieces of fron weighing tons were carried some distance away and twisted and gnarled into knots like so much patseboard. The entire framework was broken off clear, together with the inside sheating of the tank, which had reached a height of about fifty feet from the ground. The crash aroused the entire neighborhood. A part of the atructure crashed into a house on Webster avenue, but no one was injured. A row of trees along the avenue were stripped as clean as barber poles by the falling iron. The damage, it is and, will amount to about \$30,000. The work still in the hands of the contractor, who, it is said, will be held responsible for the completion of the job. The work on the tank was being pushed night and day by the gas company in order to get their plant in operation as soon as possible. aroused the cutire neighborhood. A part of the

pushed night and day by the gas company in order to get their plant in operation as soon as possible.

Heaps of wreckage was piled on the shore at North Beach. Fragments of small boats were scattered everywhere. Hig yachts were carried far linkure over the sea wall, and left high and dry by the receding waters. Near a bulkhead hy what remained of the tienimi. A forty-six-foot twin screw Daimler motor, owned by Lonis Von Hernuth, which had been on exhibition at the World's Fair. The boat cost more than \$10.000, and, in order to save her from becoming a total wreck, it was found necessary to scuttle her. An anchor and the upper deck was all that remained of the sloop yacht Broom, owned by Samuel Siminson of Greenpoint. The hull had been dashed to pieces and carried away. The yacht Sorceress lay far inshore near William Steinway's residence. She was badly wrecked. The yacht Comfort was stove in and sunk, and the yacht Vision, owned by the Bartow Brothers of Antoria, went to the bottom in Berrian's Creek. John Wilson's sloop tiossip was also wrecked, and the bowsprit and mast of the shoop Leontine were snapped off close to the deck. The sloop Mattie sank with a hole in her bow and Rotert Anderson's yacht, the Breeze, was also wrecked. So, shared a similar fate, and finally brought up hard and fast far inshore. The sloop Una is ashore on Berrian's Island with all her sails in ribbons. The Moses Engle, owned by Poice Justice Engle, was surk, and James Chifford's sloop, the Harvest, was badly wrecked. The sloop Foo Foo was also sunk.

gunk.

Charles Weydig of 988 Steinway avenue, N. Rinckler of Albert street, and Fred Kaulitz and Valentine Massert of Long Island City, who went out fishing in the sloop Enois on Thesday evening, have not been heard from it is thought that they may have put into some place for abelter.

The big chimney on the Ravenswood Terrs
The big chimney on the Ravenswood Long Island City, was toppled over by the gale, and a new fire house in the course of construction in Flushing avenue was parily blown down. The Ninety-second Street Ferry was badly crippled

at about 10 o'clock yesterday morning. The house the three house in the house were in the basement and were unhurt.

Excellent rugs and carpets at exceedingly low prices

at Cowperthwait's, 10 West 14th st.—Adv.

Wires-Trees in Central Park Bestroyed

Up from the Gulf, where storms are bred here came a cyclone which, moving along from the eastern shore, centered over Pensacola passed on to Savannah, and then with fearful relocity swept up the coast and burst upon New York yesterday morning in an avalanche of the lements, bringing with it devastation and ruin From the weather bureau warnings for the

IT WAS A BUSTLING STORM

MUCH DAMAGE DONE IN EVERY

PART OF THIS CITY.

the Storm Came from the Gulf and Rolle

Up the Count at Railroad Speed Only

Twenty-stx Hours from Savanash-Bes

sides Blowing Down a Building in

Monroe Street, It Carried Off Signs and

Show Cases, and Tore Bown Telegraph

ast had been sent to all the steamship lines. and the danger signal flew from every signal service staff along the coast. Besides the catas trophe on Monroe street, where a score of peo ple were buried in the ruins of a building, there were hundreds of small accidents to persons and property all about this region. Telegraph, trolley, and telephone wires were blown down, houses and sheds were damaged, trees were up rooted, temporary edifices blown down, and

windows and glass cases were shattered. At first it was only rain. A few pattering drops fell just before midnight of Tuesday. There was a lull, and then the rain began in sarnest. Faster and faster came the downpour flooding sidewalk and gutter, and driving all late pedestrians to shelter. Not until after two bours of this drenching did the wind come, a sailor's doggerel;

### When the rain's before the wind, Then your topsail-halyards mind,

A puff from the northeast swept down, catching up the rain drops and flinging them in rattling volleys against the windows. Away over the city down to the end of the island and out to sea it sped, a heralding messenger of the gale behind. Another squall followed, then another, as skirmishers that advance before the line of battle. Then like the charge of an army the gale bore down with a mighty roar. The hig, pelting rain drops were caught up and whirled about and pressed together into solid masses, burled furiously against every obstacle, to fall at last in broken cataracts to the earth. Out in the streets every movable object became the sport and plaything of the storm.

small craft anchored in the harbor have been driven ashore. The sloop Dexter, Capt. H. A. Townsend, was sunk. The sloop Mary V. Oakley, Capt. W. W. Smith, with several other boats, is ashore on Bulkman's Beach. Wagons left on side streets were overturned resisting by sheer weight, were shorn o their tops; showcases were blown over and Capt. W. W. Smith, with several other boats, is ashore on Bulkman's Beach.

It is feared that the oyster beds are greatly damaged. Much damage has been done to the apple crop, thousands having been blown from the trees.

The wind partly unroofed Gildersleeve's photograph gailery and blew down a number of trees.

GREENPORT, L. L., Oct. 10.—The damage done by the storm to the shipping here is very heavy. L. A. Fish's fin-keel yacht, designed by Herreshoff, was swept from her moorings and struck on the stone breakwater. She is a total wreck. The sloop Rustic, loaded with oil, went ashore at Greenport. The sloops John B. Maiden. Daisy, and Eva Smith foundered. Many small vessels ran ashore and sank. smashed, and barrels rolled merrily about, hurrying and scurrying ahead of the wind like fat,

By 2 o'clock the wind was blowing forty miles an hour and still increasing. An hour later it was five miles faster, and just before 4 o'clock reached forty-seven miles, giving a pressure of 1114 pounds on every square foot of surface opposed to it. It was this pressure that crushed the walls of the factory at 74 Monroe street and sent them crashing down into the tenements beneath. As if in exultation at its deadly work the storm gathered its forces and for a few minutes the blast was even more flerce. It rose to a velocity of 48 miles an hour. At Block Island it reached 72 miles an hour. Then it dropped again to 40 miles, and by the time that the average New Yorker got up and looked out of his window he saw a mass of rain and mist whirling along at about that rare of speed. At this time he also saw various of his fellow citizens having a woful struggle to propel themselves along in defiance of the storm. If he were wise he put on overshoes and left his umbrella at home. It wasn't the kind of a storm that an umbrella is useful against, because the rain came from above, below, and on all sides with equal facility. But if umbrellas were useful, if not indispensable, for by 8 o'clock 1.60 inches of rain had fallen, and the going was excreedingly uncomfortable. The barometer registered 29.14, the lowest mark on record since Jan. 7, 1886, when 28.83 was registered. That is the lowest mark or ever deal in this city.

As the morning wore on there was a change in the atmospheric conditions. The downpour suidenly resolved itself into a heavy, driving mist, that seemed to envelop one and blow down one's neck and up one's sieves and into the very recesses of one's personality. Everybody in the streets looked thoroughly miserable and bedraggled, particularly the few women, who ventured out.

Of all those who had cause for complaint probably none were more disgusted than a lot of shopkeepers on Sixth avenue, from Fourthe walls of the factory at 74 Monroe street and

ventured out.

Of all those who had cause for complaint probably none were more disgusted than a lot of shopkeepers on Sixth avenue, from Fourteenth street up to Twenty-third. All along there, glass showcases, containing bonnets, fancy articles, crockers, and other merchandise, are usually displayed on the sidewalk. After the passing of the storm the contents of those cases could have been bought by weight at the prices paid for rags and old bottles. Of the cases themselves scarcely the fragments remained.

the cases themselves and the cases themselves.

"There used to be a glass showcase out in front of my store," said one of these shopkeepers. "It was filled with as nice a little lot of bonnets and pieces of lace as you'd want to see. All that's left of the case is in the gutter. The laces, I guess, have gone back to Europe. I'm told they were going in that direction when last seen. But there are things left in sight. Look at that.

death.

Frank Donzopf, a milkman, of 169 Seventh street, was driving along Erie street at 4:25 A. M., whon his horse stepped on a broken trolley wire, near Fifth street, and was instantly killed.

Trees were blown down in all parts of the city. The streets were flooded by the heavy rain, the sewers being unable to carry off the volume of water. Pavonia avenue for 500 feet from the ferry was flooded, so that the cars could not go down to the ferry entrance. All the cellars in the lower part of the city were flooded.

Travel on the Consolidated Traction Company's Rayonne line was delayed for an hour and a half by a break of the trolley wires at Ocean and Danforth avenues. The entire net work of wires came down, and, until the electricity was shut off at the power house, there was a brilliant electrical exhibition at that point.

Signs, awnings, and trees were blown down all over the city. Two big trees on the ground of the Bergen Reformed Church were blown down. One of them fell across the fence surrounding the residence of Dr. Brett, the bastor, and demolished it. Dr. Brett says he would not have parted with either of the trees for \$500.

A great deal of damage was done to the yachts along the shores of the New York and Newark along the shores of the New York and Newark along the shores of the New York and Newark along the shores of the New York and Newark along the shores of the New York and Newark along the shores of the New York and Newark along the shores of the New York and Newark along the shores of the New York and Newark along the shores of the New York and Newark along the shores of the New York and Newark bays. Capt. Mitchell's Water Witch was driven down to the docks at Constable Hook. The Three Sisters and the Avoca were forced from their moorlings and driven ashore near the same place. Other yachts at the different club houses were considerably tossed about, but not seriously damaged.

The story of the corm. As reported from different points along the New Jersey Coast, vary but little in character. formets and pieces of lace as you'd want to see All that's left of the case is in the guiter. The laces, I guess, have gone back to Europe. I'm seen, But there are things left in sight, Look at that."

In the direction indicated, far up on a wire in the control of the control

Sergeant Dunn had been watching the cyclone for some days, and when it arrived he knew all about it.

"This storm," said he, "was first observed last Friday and on Saturday morning. It was pretty well shown along the east Gulf coast. On Monday it was central at Pensecola, and then it came northeast, centring at Savannah yesterday morning. By a great burst of speed it got to us this morning, and was central here between 10 and 11 o'clock. The difference between this cyclone and the one that prevailed along the coast ten days ago lies in the fact that the other was alow in its progressive movement, while this one is wonderfully rapid, travelling from forty to sixty miles an hour, as against seven miles an hour of the other. This storm came from Savannah here in twenty-six hours. The radius extended 500 miles out to sea, and inland almost to the lake region. The storm has proceeded northeast."

"The rain was very heavy," continued the weather prophet. "It lasted thirteen hours, and 154 inches fell. There were 2.86 inches at Norfolk, Va. 1.88 at Charlotte, 1.72 at Philadelphia, 1.80 at Baltimors, and 1.78 at Washington. Now the barometer, which went down to 20.14 is rising and the thermometer failing, and we may get a frost to-night. At any rate it will be much cooler. One thing this storm has done for us. It has purified the air until it is as clear as crystal. I hever have seen as clearly. A friend of mine at Hath Heach told me that after the storm had cleared he saw the Orange mountain plants. You can see how comments of the stern is land shore is from here.

About 1 o'clock a strip of blue sky appeared in the west. It widened and brightened until the

of dollars' worth of damage to a dozen or more of the residences which line the shores of Long Island Sound at this point.

C. Oliver Iselin's country house, All View.

Premium Point, which was being prepared for the reception of Mr. Iselin and his bride, who arrived on the Tentonic yesterday, was badly damaged. The waves not only dashed over the high sea wall, but at 3 A. M., when the gale was at its height, threatened to wash away the house itself. The beautiful lawn was gutted, the ellar flooded, and at one time during the early morning hours a boat could have been used on the parior floor. Thousands of dollars' worth of bric-à-brac, tapestry, rugs, and carpets were ruined, and it will be some days before the

A number of barns were blown down at Scars-iale, the New Rochelle Lumber Company's roof was torn off, and hundreds of stately trees are aprooted all along the old Boston Post road. The entire roof was lifted bodily off Arthur Hunter's cottage at Potter Beach, and at one time it was thought the house would go too, as the waves not only leaped over the three-foot sea wail, but dashed up on the piazza itself, flooding the cellar and causing Mr. Hunter's family to flee for safety. Yesterday afternoon a fire engine was kept bosy pumping the cellar out, and Mr. Hunter thinks he is lucky if he gets

Near the Mosquito Fleet's club house, which nestles in a craggy little nook on the westerly shore of Echo Bay, T. T. Elchards's sloop Goblin was found yesterday with her port and starboard sides stove in, while on top of a fifteen-foot perpendicular wall alongside is William F. Croft's fast cabin cat Francesco with her keel torn off and her after body cut off as though with a knife. Fifty feet further along, in another little cove, where the bathing houses are in summer, Charles Noxen's schooner Ellen was found, with her topmasts waving in the trees and her stern high in the air. Her completely gone, and the waves run clean through her and break on the shore. At her stern, and partly underneath her, is all that remains of E. T. Birdsell's fast little 30-foot cut-

Heinz says that he himself felt a slight shock as he got down from the wagon.

He shouted for help and several persons came to him and assisted him in getting the live horse out of danger. Then some linemen came along and removed all evidence of the source of the mischief except the end of the telegraph wire high up on a pole.

The storm brought down many of the loosely string wires in Newark, and at daylight scores of low-hanging telephone and telegraph wires were in dangerous contact with trolley and electric-light wires. All of the linemen were out nearly all night and were fagged out when day broke. gangway.
Further east, up toward Horseshoe Harbor and Larchmont, comparatively little damage

valuable yachts, including W. Gould Brokaw's schooner Viator. Stephen W. Roach's steamer Emeline, Augustus W. Mott's schooner Magic, H. W. Eaton's yawl Andax, Walter C. Hubbard's Rajah, Oawald Sanderson's Pyxie, and the 21-footers Hoodoo and Blonde and Brunette. When the gale sprang up at 2 o'clock extra anchors were put overboard and mooring claims were let out, but in spite of every precaution the Viator, which was anchored just outside of the harbor, becan to drag her anchors, and would certainly have gone ashore but for the prompt action of Capt. Johnson of the Emeline. He had steam up in case of accident, and despite the fact that the sea was running high and dashing up forty feet over the Larchmont Club house, he weighed anchor and started to the Viator's assistance. Few thought that the 'Emeline would live in the gale, and every man in the place was up now and running along the abore to help rescene the Viator's crew in case she should strike Umbrella Rock, a dangerous reef off the entrance of the harbor. The Emeline, however, proved herself equal to the oscasion, and, while the waves dashed over her, alic rode the seas well and managed to get a line to the Viator just in the nick of time. Mr. Brokaw, it is said, will reward Capt. Johnson's bravery by giving him \$500.

The Viator had no somer been towed to a place of safety than the Mazic began to drag her anchors, too, and again the Emeline went to the rescue, and again the Emeline went to the rescue, and again the Emeline went to the rescue, and again the Emeline went to the saving both yacht and crew. While this was soid to Harry Harper of Harper Brokers on Monday, was driven ashore and dashed to pieces against ex-f-onimodore Lowry's see wall. A few seconds later J. Howard Adams's Hoodoe, another 21-footer, shared the same fate, while at about the same time Al Marshall's \$4,000 naphtha launch Florence, one of the best-known boats on the Sound, dragged from her mooring and was smashed into kindling wood. Her engine is all that remains of her.

George I

# ESTABLISHED 1807. Park Row and Chatham Square.

Park Row & Chatham Square, N. Y. SEVEN STORES TOCETHER. Furniture, Carpets, Rugs, Linoleum, Stoves, Ranges, Sewing Machines, Pictures, Everything for Housekeeping. \$1 Weekly on \$65 Worth. \$6 Monthly on \$100 Worth.

LARGER OR SMALLER AMOUNTS ON AS LIBERAL TERMS. BEST GOODS. LOWEST PRICES. LARGEST STOCK. ONLY ONE VISIT NECESSARY. COLLECTIONS MADE IF BREQUESTED.

Reference for Price, Quality and Satisfactory Business Methods: 3 or 4 Generations of Customers. THIS ESTABLISHMENT HAS NO BRANCHES. (OPEN SATURDAY EVENINGS.)

SIXTEEN YACHTS WRECKED S. J. Tellery & Co.

Offiver Izelin's Country House Nearly Washed Away by the High Tide-His Loss \$10,000 Capt, Johnson's Bravery. Whenever a storm or hurrienne visits our coasts it seems to pick out New Rochelle harbor to get in its best licks, and yesterday's gale was no exception to the rule. In addition to smushing into kindling wood sixteen yachts on the rocky shores of Hudson Park, it did thousands

cellar can be pumped clear of water.
Some idea of the force of the wind may be gained when it is added that nearly 10,000 loads f sand were blown from the beach into the mill pond, an eighth of a mile away, while the three-foot wall and breakwater at this point were completely demonstrated. Good Judges say that \$10,000 will not cover Mr. Iselin's loss.

off with a loss of \$3,000.

in spite of their experience in last August's gales, few of the yachtsmen who make Echo Bay their anchorage ground took any extra precautions Tuesday night, and the result was that out of twenty-three of the boats there, six-teen of them dragged their anchors and went

her stern, and partly underneath her, is all that remains of E. T. Birdsell's fast little 30-foot cutter Marjory, her keel gone and sides stove in Twenty feet further to the westward, piled one on top of the other, are Charles A. Harriman's yawl Lethe, with her lead keel torn off, and the sharple sloop lup, owned by C. A. Miller, while underneath a few broken pieces of planking and some wire rigging are all that remains of an unknown cabin cat.

Alongside of these is the open cat Triad, which, thanks to this being the only sandy point of the shore, is not very much damaged. Further along a piece of a centreboard trunk and a broken mast were all that could be found of smith and Dr. Prerrin's once saucy sloop Vinita, while out in Echo Bay, off Harrison Island, a mast with a little pennant fluttering in the breeze marked the resting place of E. H. Kingsland's cabin cat Gladys, which was sunk at her moorings. Further along on Potter's Beach, a half a mile from her original anchorage, lay Henry Doscher's fast 40-footer Banshee, with her starboard side smashed in and her once beautiful cabin a total wreck.

The Banshee, which was valued at \$5,000, was insured for \$4,000, and will undoubtedly be repaired, as her hull is all right. A part of Dr. Z. E. Lewis's sloop Amazon was washed ashore here, and it is thought that she was either sunk at her moorings or ground to piece: on the rocks, as was A. M. Hunter's cat Amy.

The actor's colony here, which includes Meesers. Morse and Palmer, are bemoning the loss of their Dorothy, while nothing is left of the floats and staging belonging to the New Rochelle Vacht Club.

The Mosquito feet's float and dock were badly damaged, as was the rowing club's floating gangway.

Enrether east, up toward Horseshoe Harbor and Larchmont, comistratively little damage

Firther east, up toward Horseshoe Harbor and Larchmont, comparatively little damage was done ashore beyond the uproofing of a few trees and the partial destruction of the Larchmont Yacht Club's breakwater and lawn.

Offshore, however, in the harbor, things are different. Here were anchored any number of valuable yachts, including W. Gould Brokaw's schooner Viator, Stephen W. Roach's steamer Emeline, Augustus W. Mott's schooner Magic, H. W. Eaton's yawl Audax, Walter C. Hul.

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THE STORM DOWN EAST.

Many Vessels in Distress-Several Wrecked and Their Crews Saved.

GLOUCESTER, Mass., Oct. 10,-Shortly after nidnight a strong wind from the east began to blow, with rain, and increased until noon, when it reached hurricane force. Capt. Linnekin of the tug Startle saw a schooner drifting and put her assistance, but just before the tug reached her the crew of the schooner abandoned her in their boat, and the vessel drove on the rocks near Norman's Woe and was dashed to pieces. The crew effected a landing safely, and reported their vessel as the schooner Adelaide. sixty-four tons, Capt. F. H. Lowell, owned at Banger, and from Boston to Winterport with casks of oil, and 30 tierces of grease, consigned PORTSMOUTH, N. H., Oct. 10. - A severe north-

ast gale and heavy rainfall caused considerable damage in this city to-day, and the lifesaving crews have been kept busy since early morning. Capt. Harding and crew succeeded in preventing three schooners from going to pieces on the rocks. The sea is running high, and there is much anxiety felt for the safety of four vessels sighted at early morning bound for

SALEM, Mass., Oct. 10.—The vessel reported as

vessels signed at early morning bound for Gloucester.

Salem, Mass., Oct. 10.—The vessel reported as disabled in the bay and flying signals of distress proved to be the schooner Hero. Capt. Clossen, from Searsport to Weymouth with lumber. She sprang a leak off Boon Island at about 4 o'clock this morning, and in spite of the efforts of the crew soon became waterlogged. Opposite Thacher's Island she lost her rudder, and at Eastern Point she had filled, but was kept affoat by her cargo of lumber.

The vessel then split open and the starboard side, was carried away. At about 8 o'clock the captain and crew lashed themselves to what was left of the rigging and drifted about until nearly. I o'clock this afternoon, when they were sighted from Haker's Island light, and Eugene Turpenny, assistant light-keeper, with Henry Morse, launched the Government lifeboat, and, at the risk of their lives, went to their assistance, and succeeded in rescuing them. They were Israel Clossen. Captain; Eliser Patterson, mate, of Searsport: Frank Mahoney of Belfast, and Harry Gilman of Bangor.

Meantime a brother of Capt. Clossen, in another vessel, passed into Salem Harbor, and, recognizing his brother's vessel, immediately chartered the tug Morrison and went to the disablest vessel. Although too late to rescue the crew, he towed the wreck to the flats off the Cast House wharf, where she was beached.

Woon's Hous, Mass., Oct. 10.—The three-masted schooner E. K. Hart of Alexandria, from Boston to Riedgeport, with a cargo of paying stones, is sunk in Tarpaulin Cove. The crew, together with two women, wives of the Captain and mate, were saved. The mizzen mast was cut away, but this did not save the vessel.

Three fishing sloops are also ashore there, including the Freak and Daisy, but it is impossible to get particulars. A two-masted schooner is also reported ashore there, name unknown. The storm was very severe here, the waves beating over the wharf and breaking into the cluding the Freak and Daisy, but it is impossible to get particulars.

Bristol, Me., in 1873.

The two-masted schooner Laura Cox of Isaacs Harbor, N. S., Capt. McMillan, from Isaacs Harbor for Fortland, with canned goods, went ashere on Brond Cove, Cape Elizabeth, to-night at 5 o'clock in a heavy gale. The Captain and crew escaped safely to the shore, and it is thought that the schooner will be got off at high water.

water.
The schooner D. K. Ham, owned by Joseph Ham of Roston, sixty-eight tons, from Provincetown for Bangor, Capt. Sellers, was run into this morning at 4 o'clock by an unknown schooner off Cape Porpoles, and had her howsprit stove. She came along to titchmond's Island and anchored there to-day in a heavy cale.

lained and anchored there to-day in a heavy gale.

Her anchors began to drag, and the Captain and crew became alarmed and took to the bonistine of the control of the contr

and s. C. Hiekey, both of Lynn, were on board. They escaped asfely.

At Cane Elizabeth life-saving station to-night there are thirteen men belonging to these three schooners, all waiting to learn the fate of their vessels in the morning.

At the station it has been a boay day, and the men have done good service all day. There has been a very heavy sea, and the waves are still very high, though the force of the gale has passed and it has cleared.

CRUSHED AS SHE SLEPT.

SHOCKING DEATH OF MISS MAR

As She Lay in Bed the Gale Toppled Over a Chimney, Which Cranhed Through the Roof and Pell Unon Her-The Heavy

Curved Cupatone Lay Across Her Chest. One of the most harrowing accidents caused by the gale yesterday morning occurred in En-glewood, N. J., in the home of Lawyer Thomas B. Kerr of Kerr & Cuctis, 120 Broadway, this city. At about 5 o'clock, when the wind was most furious, a chimney was blown uver on the roof of his pretty house in Chestnut street. The mass of brick crashed through the roof and fell upon his 22-year-old daughter, Miss Mary M Kerr, as she lay asleep. She died of her inju-

ries two hours later.

Mr. Kerr was not at home, having been de-Mr. Kerr was not at nome, having been de-tained in New York overnight on business. In his house were only Mrs. Kerr, her daughter Mary, her 15-year-old son Clarence, and two maid servants. Of his two other children, John, 21 years of age, was at Princeton College, and s counger daughter, Lois, was at boarding school in Connecticut. Mrs. Kerr and hor two children waited up late on Tuesday night thinking Mr. Kerr would come home. Miss Kerr had been entertaining some friends during the evening The house is some hundreds of feet back from the road and surrounded by trees.



The three members of the family at home slept in rooms within easy calling distance of each other. All the bedrooms were directly un-der the roof. Miss Kerr's room was at the left side of the house, directly over the parior and beside a broad chimney which, rising from an open fireplace in the parlor, extended six feet above the roof. It was topped with a heavy carved stone cap, an artistic feature of the After the family of three had retired mother

and daughter conversed from their rooms for some time, and again, after having been asleep some hours, they spoke to each other in the some hours, they spoke to each other in the early hours of the morning, when the storm first came up and awoke them. All three, however, were asleep when, at about 5 o'clock, the chimney fell with a terrific crash. The mother and son, and the two maid servants, who slept in the roar on the same floor, jumped out of bed. They thought a part of the house itself had failen.

Mrs. Kerr and her son rushed into Miss Kerr's room, but the room was full of bilinding mortar dust and they had to grope their way to the side of the wounded girl, who had been unable to utter a cry. The heavy capstone, weighing several hundred pounds, had failen on her chest, while the rest of her body was covered with the broken timbers and brieks and mortar. The rain was pouring through a hole in the roof nearly fifteen feet across which had been made by the falling chimney. Mother and son started to work at once, not waiting even to call the servants, who now came, however, and gave assistance. It required the combined strength of Mrs. Kerr, her son, and one of the servant girls to lift the chimney cap from the girl's chest, after which it was comparatively easy work to extricate her and carry her in into another bed.

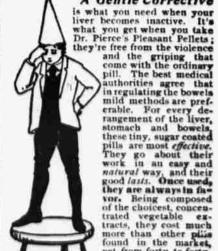
Mr. R. H. Rochester, the Treasurer of the Western Union Telegraph Company, who lives directly across the street, was summoned, and he sent at once for Dr. Wells. When the Doctor reached the wounded girl's side she had recovered consciousness and was in great pain. He found that several of her ribs had been broken and that the ends had penetrated her lungs. There were other internal infuries, and he said that the girl could not secover.

Mr. Kerr, his son John, and the younger daughter were telegraphed for, but none of them reached the house until death had come. Miss Kerr was conscious until the last, and suffered terribly at every breath during the two hours that she lived. Mr. Kerr reached home shortly after noon, and the daughter about nightfall.

Miss Kerr had been husy preparing for a party to be given to-morrow. The in early hours of the morning, when the storm first came up and awoke them. All three, however,

Another Building Occupied by the Government Declared to Be Unsafe. WASHINGTON, Oct. 10.-Another building here,

rented and occupied by the Government, has seen found in an unsafe condition and in danger of collapse. At the request of Assistant Postmaster-General Neilson the District Inspector of Buildings has made an examination of the of Buildings has made an examination of the building 470 and 481 C street Northwest, used by the Government as a mail-bag repair shop, and he finds the side walls weak and sprung and the floors loaded far in excess of a safe limit, and declares that the lives of the people employed therein are endangered. Over a hundred women are employed in mending mail sacks on the third floor of this building, and on the same floor lieavy mail sacks are piled almost to the celling. About an equal number of men are employed on the fifth floor, and the second and fourth floors are also heavily loaded.



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